

AMENDMENTS TO THE CLAIMS

Claims 1 to 4 (cancelled)

Claim 5 (currently amended)

A tappet of claim 1 in a valve train of an internal combustion engine having a
bottom camshaft for acting on a tappet push rod, said tappet being arranged with a
housing for axial displacement, but secured against rotation, in a guide bore of the
internal combustion engine, said housing comprising on one front end, two cheek-like
extensions that are situated diametrically opposite each other and are connected by an
axle on which a rotary roller extends for making direct contact with a cam, said front end
comprising a transverse region that connects the extensions axially inside and has a
cylindrical shape in a length direction of the roller, an inner element being arranged in the
housing for axial displacement relative to the housing, a head of the inner element
forming a support for the tappet push rod in a region of a further front end of the housing,
and said guide bore being intersected by one passage or by two passages for routing
hydraulic medium to the tappet, wherein a radius center point of the transverse region of
the one front end is situated with a lateral offset to a longitudinal axis of the tappet, one
side of a periphery of the housing between the extensions is distinctly longer than an
opposite side, and the one passage, or both passages is/are led to the housing at least
approximately on the longer one side of the periphery wherein the tappet comprises at

least one of a hydraulic lash adjuster and a coupling means for optionally uncoupling the inner element from the housing, only one passage being provided for a supply of hydraulic medium to said hydraulic lash adjuster and said coupling means.

Claim 6 (currently amended)

A tappet ~~of claim 1~~ in a valve train of an internal combustion engine having a bottom camshaft for acting on a tappet push rod, said tappet being arranged with a housing for axial displacement, but secured against rotation, in a guide bore of the internal combustion engine, said housing comprising on one front end, two cheek-like extensions that are situated diametrically opposite each other and are connected by an axle on which a rotary roller extends for making direct contact with a cam, said front end comprising a transverse region that connects the extensions axially inside and has a cylindrical shape in a length direction of the roller, an inner element being arranged in the housing for axial displacement relative to the housing, a head of the inner element forming a support for the tappet push rod in a region of a further front end of the housing, and said guide bore being intersected by one passage or by two passages for routing hydraulic medium to the tappet, wherein a radius center point of the transverse region of the one front end is situated with a lateral offset to a longitudinal axis of the tappet, one side of a periphery of the housing between the extensions is distinctly longer than an opposite side, and the one passage, or both passages is/are led to the housing at least approximately on the longer one side of the periphery wherein the tappet comprises a hydraulic lash adjuster and a coupling means for optionally uncoupling the inner element

from the housing, two hydraulic medium passages being provided, one of these two passages supplies hydraulic medium to the hydraulic lash adjuster, and the other of these two passages provides hydraulic medium to the coupling means.

Claim 7(currently amended)

A tappet of claim 2, in a valve train of an internal combustion engine having a bottom camshaft for acting on a tappet push rod, said tappet being arranged with a housing for axial displacement, but secured against rotation, in a guide bore of the internal combustion engine or of a component connected to the internal combustion engine, said housing comprising on one front end, two cheek-like extensions that are situated diametrically opposite each other and are connected by an axle on which a rotary roller extends for making direct contact with a cam, said front end comprising a transverse region that connects the extensions axially inside and has a cylindrical shape in a length direction of the roller, an element being arranged in the housing for axial displacement relative to the housing, a head of the inner element forming a support for the tappet push rod in a region of a further front end of the housing, and said guide bore being intersected by a first passage and a second passage for routing hydraulic medium to the tappet, wherein a radius center point of the transverse region of the one front end is situated with a lateral offset to a longitudinal axis of the tappet, so that one side of a periphery of the housing between the extensions is distinctly larger than an opposite side, and the first passage is led to the housing at least approximately on the longer one side of the periphery and the second passage is led to the housing at least approximately on the

shorter, opposite side of the periphery, said second passage being led to the housing at a larger axial distance from the one front end of the housing than the first passage wherein the tappet comprises a hydraulic lash adjuster and a coupling means for optionally uncoupling the inner element from the housing, two hydraulic medium passages being provided, one of these two passages supplies hydraulic medium to the hydraulic lash adjuster, and the other of these two passages supplies hydraulic medium to the coupling means.

Claim 8 (currently amended)

A tappet of claim 1, in a valve train of an internal combustion engine having a bottom camshaft for acting on a tappet push rod, said tappet being arranged with a housing for axial displacement, but secured against rotation, in a guide bore of the internal combustion engine, said housing comprising on one front end, two cheek-like extensions that are situated diametrically opposite each other and are connected by an axle on which a rotary roller extends for making direct contact with a cam, said front end comprising a transverse region that connects the extensions axially inside and has a cylindrical shape in a length direction of the roller, an inner element being arranged in the housing for axial displacement relative to the housing, a head of the inner element forming a support for the tappet push rod in a region of a further front end of the housing, and said guide bore being intersected by one passage or by two passages for routing hydraulic medium to the tappet, wherein a radius center point of the transverse region of the one front end is situated with a lateral offset to a longitudinal axis of the tappet, one

side of a periphery of the housing between the extensions is distinctly longer than an opposite side, and the one passage, or both passages is/are led to the housing at least approximately on the longer one side of the periphery wherein the tappet comprises a coupling means for optionally uncoupling the inner element from the housing, two hydraulic medium passages being provided, one of these two passages serves to displace the coupling means into an uncoupling position, and the other of these two passages serves to displace the coupling means into a coupling position.

Claim 9 (currently amended)

A tappet of claim 2, in a valve train of an internal combustion engine having a bottom camshaft for acting on a tappet push rod, said tappet being arranged with a housing for axial displacement, but secured against rotation, in a guide bore of the internal combustion engine or of a component connected to the internal combustion engine, said housing comprising on one front end, two cheek-like extensions that are situated diametrically opposite each other and are connected by an axle on which a rotary roller extends for making direct contact with a cam, said front end comprising a transverse region that connects the extensions axially inside and has a cylindrical shape in a length direction of the roller, an element being arranged in the housing for axial displacement relative to the housing, a head of the inner element forming a support for the tappet push rod in a region of a further front end of the housing, and said guide bore being intersected by a first passage and a second passage for routing hydraulic medium to the tappet, wherein a radius center point of the transverse region of the one front end is

situated with a lateral offset to a longitudinal axis of the tappet, so that one side of a periphery of the housing between the extensions is distinctly larger than an opposite side, and the first passage is led to the housing at least approximately on the longer one side of the periphery and the second passage is led to the housing at least approximately on the shorter, opposite side of the periphery, said second passage being led to the housing at a larger axial distance from the one front end of the housing than the first passage wherein the tappet comprises a coupling means for optionally uncoupling the inner element from the housing, two hydraulic medium passages being provided, one of these two passages serves to displace the coupling means into an uncoupling position, and the other of these two passages serves to displace the coupling means into a coupling position.